

Buckeye Flyer



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Wright-Patterson Air Force Base, Ohio

April 2003

Recent events of the 445th Airlift Wing

Feb. 16 – 356th and 89th Airlift Squadrons activated along with a partial activation of maintenance squadrons to support Operation Enduring Freedom.

Feb. 17-20 – 445th C-141s support movement of equipment and select personnel from the U.S. Army's 101st Airborne Division, Ft. Campbell, Ky. into Central Command's area of operations.

Feb. 22-23 – More maintenance personnel deployed to Europe and also Bangor, Maine to facilitate maintenance requirements at the various C-141 staging locations.

Feb. 24 – 30 additional reservists called to active duty to support Operation Enduring Freedom.

Feb. 25 – Wright-Patterson AFB becomes continental U.S. staging facility for all Air Force Reserve C-141 operations. Aircraft and crews provided by March ARB, Calif., Andrews AFB, Md., and Wright-Patterson.

Feb. 27 – Air Force Reserve C-141s continue to support 101st Airborne Division.

Feb. 28 – 445th Aeromedical Evacuation Squadron members deploy to Central Command's area of responsibility in support of Operation Enduring Freedom.

Mar. 15 – A few Disaster Preparedness Readiness personnel from 445th Civil Engineer Squadron activated and deployed.

Mar. 18 – Over 200 445th Maintenance Group members activated and a few deployed.

Mar. 25 – 445th aircrew transported wounded soldiers to Ramstein AB, Germany on a 445th C-141.



Tech. Sgt. Ed Kirker, 87th Aerial Port Squadron, tightens chains on a 60K Tunner aboard a C-5 at Travis Air Force Base, Calif.

Impressive, all the way around

87th Aerial Port leaves positive mark at Travis AFB, Calif. during annual tour

*Story and photos by Staff Sgt. Charlie Miller
445th AW/Public Affairs*

Impressions. Oh, how important they can be! Articles, essays and books have been written on the topic of impressions; how critical first impressions are; the way to leave a lasting impression, and every other impression in between.

A team from the 87th Aerial Port Squadron went to Travis Air Force Base, Calif., recently, wanting to make a good first impression, and leave a lasting one. They arrived trained, motivated and ready to blend into the active duty workforce.

Within a few hours of reporting for duty, the reservists and the active duty were on the same sheet of music and the work began to even out. The way an active duty aerial port and a reserve aerial port conduct business are essentially the same with just a few minor

differences.

"The scenario here is the same as if we were called to active duty," said Master Sgt. Bob Andrews who serves as the aerial ports 1st Sgt. "We would be utilized to backfill another base where many of the troops have been deployed. Everyone here is aware that this is the same duty they'd be performing if activated."

The 60th Aerial Port Squadron, Travis AFB, who hosted the 87th team, made the Annual Tour beneficial, according to Andrews. "Coming to Travis is an excellent training opportunity," said "The integration with the active duty was seamless, there's no doubt we're welcome here."

Andrews' 25-member team was split into seven different work areas all across Travis. Some went to Ramp Services to upload and download cargo on and off aircraft. While

see Aerial Port on page 3

What is a friend?

by Capt. Darren B. Duncan
445th AW/Protestant Chaplain

What is a friend? One with whom you dare to be yourself. This is seen in the 1936 Olympic games. Jesse Owens walked to the long-jump pit watching a tall, blue eyed, blond German taking practice jumps in the 26-foot range. Owens felt nervous. At this point, the tall German introduced himself as Luz Long. For the next few moments the black son of a sharecropper and the white model of Nazi manhood chatted. Owens and Long qualified easily. In the finals Owens set an Olympic record and earned the second of four gold medals. The first person to congratulate him was Luz Long — in full view of Adolf Hitler. Owens never again saw Long, who was killed in World War II. "You could melt down all the medals and cups I have," Owens later wrote, "and they wouldn't be a platting on the 24-carat friendship I felt for Luz Long."

As I leave 445th Airlift Wing for active duty, I thank each of you for the wonderful privilege of being your friend. The Bible tells us in the Book of Proverbs 17:17 "A friend loves at all times." May God continue to bless you in your endeavors to serve our great nation.

Proud partners in Team Wright-Patt

by Brig. Gen. Rusty Moen
445th AW/Commander

In a speech to local media at the United States Air Force Museum Friday, March 21, 2003.

We are a proud partner of Team Wright-Patterson, one of the truly unique and special military installations in America. The 445th's contribution to the current war effort is to provide global strategic airlift. While our pace of operations has been high ever since the events of Sept 11, 2001 we rapidly increased our Operations Tempo in late January of this year when we were asked, along with our other two reserve C-141C airlift wings at March ARB and Andrews AFB, to set up a C-141 staging operation in Europe. This aircrew stage, along with the stateside staging operation to be run and managed out of Wright-Patterson AFB, would provide rapid delivery of cargo and troops from the United States to the Persian Gulf. All of this was done with volunteers, including the approximately 80 personnel who deployed from Wright-Patterson to set up the initial stage in Germany. We were able to rapidly set up stage management operations and get additional aircrews and aircraft into the airlift system. All of the aircrew were volunteers; most giving us from 14 to 30 days availability. The Concept of Operations was put together here at Wright-Patterson, and our newly established contingency cell started to manage the airflow in concert with Air Mobility Command.

In February it became apparent that airlift requirements were exceeding capability for the Department of Defense and USTRANSCOM, so mobilization orders were published for our three reserve C-141 wing's five flying squadrons and associated

maintenance personnel, thus making all aircraft and aircrew members available by 17 February. Wright-Patterson remains the hub for stateside C-141 airlift operations.

This past week we activated another 220 maintenance personnel bringing our number of mobilized reservists to approximately 600. In addition to this we have a large number of volunteers who continue to support this war effort.

With over 90% of our Air Force's aeromedical evacuation capability residing in the Air Force Reserve and Air National Guard, I should mention that we have large number of our aeromed aircrew and patient critical care personnel mobilized and forward deployed. A primary role for the C-141 is to evacuate our wounded from the battle zone and get them to medical facilities in Europe and the US. Our C-141s are currently staged in Europe and the Mediterranean ready to perform that important mission.

We are able to perform our mission in large part because of the support our reservist receives from their families, civilian employers, local community, and our host base. Nowhere in the Air Force is that support better than it is here at Wright-Patterson. My thanks to you in the media for being part of that support.



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Members of the 87th APS and 60th APS push a huge box onto a C-5 Galaxy at Travis AFB, Calif.



Tech. Sgt. Pat Nimeskern, 87th APS, tightens cargo straps with A1C Allen Shaw, 60th Aps, Travis AFB, Calif.

Aerial Port ...

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others worked in Passenger Services processing passengers and their baggage.

Many of them prepared cargo for shipment on aircraft and warehoused cargo coming off aircraft in Cargo Processing. Still others worked in Special Handling, dealing with proper shipping of hazardous material, human remains and Registered Mail. Team members also worked in Fleet Services prepping departing aircraft with "creature comforts," Supply and the Orderly Room.

"It's a combined group here now with us and the 94th Aerial Port Squadron from Robins AFB, Ga., working together and working with the active duty," Andrews said.

The "First Shirt" made sure all team members spent some time with the Global Air Transportation Executable System.

"We have to know this," Andrews stressed. "It's the system the rest of the aerial ports and the air transportation world operates with."

was exactly what the 87th team members wanted. They came to Travis with extensive training in their career fields and proved that they could do the job, Kirker said.

Myers believes that sometimes the active duty has a misconception that reservists are not trained to an active duty level. He said that the training received back at the 87th qualifies them to do the job at Travis or any other base. He said, even though the reservists don't do the work every day like the active duty does, "it's like riding a bicycle; you never do forget how to do it."

"The reservists are definitely a big help, especially right now with our manning being low"

"The reservists are definitely a big help, especially right now with our manning being low," said Senior Airman Chris Dye, who works in the 60th's Fleet Services. "Their presence is highly valued. We have the opportunity to train them and that helps us be more proficient at our jobs. If it

weren't for the reservists we wouldn't be able to do our jobs as thoroughly. They are an asset we greatly appreciate."

Dye has been at Travis for one and a half years and has nine years in the aerial port career field.

"The training I've received not only benefits the active duty but reservists too as we are streamlined into their work flow," said Staff Sgt. Charlie Hampton, another member of the 87th team.

Hampton said that he had not worked in Fleet Services for quite some time; but that he gained a lot of knowledge in arriving and departing aircraft. "The active duty is more than willing to train. As long as that support is there the transition from civilian to active duty fleet services will be that much better," Hampton said.

Hampton served as a reserve aerial porter from 1977 to 1991, and returned to the career field in 2001.

"The relationship between active duty and the reserves is 100 percent better than in the 70's and 80's," Hampton said. "Now, it's hands on. They want the reservists to be trained in every aspect of the job."

Working shoulder-to-shoulder with the active duty makes the job go smoother for everybody. After completing two-weeks of busy and productive annual tour, the aerial porters came home content in the knowledge that they left favorable and lasting impressions on their active duty brothers and sisters.

EMTs, Park Rangers find synergy

Yellowstone Park visitors benefit

by Master Sgt. John Klemack
445th AW/Public Affairs

An idea takes shape

In the fall of 1998, Chief Master Sgt. Michael Mathews and his wife, Kathleen, were vacationing at Yellowstone National Park, Wyo. Chief Mathews is the senior Air Reserve Technician for the 445th Aeromedical Staging Squadron and Kathleen is the former Lt. Col. Mathews (now retired), chief nurse of the 445th Aerospace Medical Squadron. In addition to admiring the

beauty and ruggedness of the countryside, Chief and Mrs. Mathews were intrigued by the challenges that emergency medical technicians must face in this unique environment – especially during the harsh Yellowstone winters.

“We are taught (at the 445th ASTS) to think outside the box – especially when considering training opportunities – so when I was at Yellowstone and saw a (National Park Service) ambulance, I thought, ‘Wouldn’t it be great to have our

EMTs train here?’” He brought the idea back to the squadron and presented it to then-Staff Sgt. (now 2nd Lt.) Stacy Gartrell.

“I was excited,” said Gartrell. “We started developing all kinds of ideas for emergency medical technician training and devised a plan.”

They “started at the top” by going direct to the U.S. Department of the Interior with an idea for a training program that would expand the experience base of 445th EMTs. Their “hook” was that at the same time their EMTs would be qualifying for doing their jobs in as-real-as-it-gets winter conditions, the Park Service Rangers would benefit from trained medical technician augmentation to their staff.

“We wanted to set up some synergy,” said Gartrell, “where our people could get top-notch real-world training and at the same time provide a badly-needed public service. We envisioned that working together with the National Park Service on this program would be just the kind of thing that works for everybody!”

After reaching an agreement in principle with the Department of the Interior, Gartrell and Chief Mathews shepherded the program next to the Air Force Reserve Command surgeon general and soon after secured the AFRC SG’s blessing. In August of 1999 – less than a year from the idea’s inception – they signed a Training Affiliation Agreement with the DOI and the pilot training program, “Project Yellowstone,” was born. It became the first installment of an innovative, unique training regimen for 445th ASTS med techs.

Winterops 2003

Fast forward to this winter . . .

Two EMTs from the ASTS, Senior Master Sgt. Johnny Cupp and Senior Airman Nathan Steele, flew out of Dayton on February 7, to the southwest Montana town of Bozeman, where National Park Ranger Steve Sarles had pre-positioned an automobile for their use. From Bozeman, Cupp and Steele made the 85-mile road trip south to Yellowstone National Park’s Mammoth Hot Springs Ranger Station location.

“From Mammoth, we couldn’t drive a car the rest of the way to the Old Faithful Ranger Station,” said Cupp. “There was too much snow and it was too deep.”



Senior Master Sgt. Johnny Cupp, left, and Senior Airman Nathan Steele, 445th Aeromedical Staging Squadron practice patient transport during Project Yellowstone Winterops 2003.



Senior Master Sgt. Johnny Cupp, 445th ASTS EMT, left, and 2nd Lt. Stacy Gartrell, center, officer-in-charge of the 445th's National Park Service/ EMT training program, assess a "patient's" injury with the help of Park Ranger Tim Townsend during a training exercise during Project Yellowstone Winterops 2003.

Instead, they covered the additional 35 miles to their destination in tracked vehicles; Cupp drove a snowmobile and Steele road in something called a "snow track," which he describes as "... a kind of minivan with snow treads instead of wheels."

Upon arrival at Yellowstone – at the Old Faithful Ranger Station – Steele and Cupp checked into their rooms and prepared for two weeks of cold weather field training that served two purposes—it provided them a realistic environment where simulation of harsh conditions was unnecessary, and gave them the opportunity to lend their considerable emergency medical expertise to the rangers at Yellowstone.

The two 445th ASTS EMTs were on call 24/7, but a typical workday started at 6:30 a.m. and ended 17 hours later. After in-depth area orientation, our "dynamic duo" trained on how to operate and maintain tracked ambulance vehicles and snowmobiles. They learned procedures unique to working in sub-freezing temperatures and mountainous terrain.

"At times you may have to deal with actual temperatures of 46 degrees below zero," said Airman Steele, "And that's before you figure in the wind chill." Sgt. Cupp added that with the cold weather, the deep snow and the remote locations where hikers, cross-country skiers and snowmobilers range throughout the sprawling national park's high country, it's not unusual for an emergency run's response time to take two or two-and-a-half hours. The absolute top speed for a tracked ambulance is 35-to-40 miles per hour – and that's under the best

of circumstances. Sometimes they'd have to put on snow shoes and trek into a remote accident location on foot, using a litter on skis to transport patients to safety.

A good idea gets better

It didn't take long for natural synergy to develop: The cooperative efforts of the park rangers at Yellowstone and the citizen airmen from the 445th creating "an effect that's greater than the sum of its parts." In fact, according to Lt. Gartrell, they soon agreed to work together in creating even more EMT training opportunities – and more augmentation for the Park Service.

"The first EMT training tour in 1999 was essentially a pilot program," explained Gartrell. It worked extremely well and soon after the program was expanded to add desert training opportunities. In addition to the high altitude winter operations at Yellowstone, the EMTs also train side-by-side with park ranger in Death Valley National Park, Calif., and Grand Canyon National Park, Ariz.

Gartrell explained that "Our people get nearly the full spectrum of training environment exposure. After going through the training at Yellowstone, they are scheduled for swift water operations, search and rescue and technical rope rescue in the desert environments, where daytime temperatures can top 118 or 120 degrees."



Emergency medical technicians with the 445th Aeromedical Staging Squadron, Senior Master Sgt. Johnny Cupp, left, and Senior Airman Nathan Steele, right, practice patient transport in front of the Old Faithful ranger station during Project Yellowstone Winterops 2003, while a park ranger guides their efforts.

Senior Airman Nathan Steele, an emergency medical technician with the 445th Aeromedical Staging Squadron rides a snowmobile near Old Faithful inside Yellowstone National Park during Project Yellowstone Winterops 2003.



During Yellowstone's harsh winter season, snowmobiles are the quickest way for EMTs to get around the park.

When asked what she wanted to see next, the lieutenant said they have a proposal on the table to expand the training to include tropical conditions in the Florida Everglades. All of the training is designed to directly translate into potential real-world Air Force requirements. Every ASTS med tech is highly encouraged to go through all of the various training programs.

Driving, done Diann's way

87th Aerial Port member has had a non-stop career, at home and with the Air Force Reserve

*Story and photo by Staff Sgt. Charlie Miller
445th AW/Public Affairs*

We've all met people who we can quickly classify as "driven." They are always highly motivated and unquestionably dedicated to one or more causes. They also seem to keep driving on like the Energizer bunny.

Meet Tech. Sgt. Elizabeth "Diann" White, an air transportation journeyman with the 87th Aerial Port Squadron. She's got drive. Lots of drive. More than most. Perhaps more than most of us put together. And she can easily back it all up.

Diann drives just about everything the Air Force has with wheels under it. Her military driver's license boasts no less than 36 different vehicles and pieces of Material Handling Equipment.

She's qualified to drive and operate the mammoth 60k Tunner, a 20 wheel, \$1.6 million piece of aircraft loading equipment. It weighs 66,000 pounds, she weighs 100 pounds. Fully extended, the Tunner stands 18 feet 5 inches tall. White stands 5 foot 2 inches.

She looks dwarfed standing next the Tunner. But such a large piece equipment doesn't intimidate her. Diann not only has a license for the Tunner, but she also drives tractor-trailers, 45 passenger buses and a variety of forklifts.

"I just love to drive," White said innocently. "If the Air Force comes up with something else to drive, I'll drive it."

Indeed, over her 23-year career in the aerial port business Diann has driven everything imaginable.

Her "drive" to get behind the wheel of everything in the reserves says a lot about her drive for living. She's a breast cancer survivor, defiantly stating "18 years now," while raising a tightly clenched fist in triumph. The difficult medical treatments during the three-year battle with cancer kept her in a wheelchair



Tech. Sgt. Diann White stands on a K-Loader on the flightline at Wright-Patterson.

for long periods of time. Incredibly, she participated in three Breast Cancer Race For Life 10k run/walks while in a wheelchair.

Even though she cannot donate blood due to her history with cancer, Diann continues to do volunteer work with the Red Cross. She recruits people to donate their own blood and has organized blood drives. That part of her "drive" comes from her son, Sean. The Red Cross literally came to his rescue when he became seriously ill four years ago. At the height of his ultra rare blood disorder Sean was using 38 units of blood daily.

"There was blood for my son coming from all over the country," Diann said. "He was in the intensive care unit in a coma for eight months and needed blood everyday. I will always do volunteer work for the Red Cross after what they did for my son."

Her son, a college graduate, became ill at age 29. Diann took a full year off from her job with the State of Ohio to care for him. He's made a miraculous recovery from being in a coma and suffering two strokes, but still needs almost 24/7 care.

Aside from her volunteer work with the Red Cross, Diann has served on the Wright-Patterson Honor Guard for the last three years and is currently an active duty Honor Guard participant. She's been a regular at Wing Commanders Call presenting the Colors with her fellow Honor Guard members.

Diann is active in her church in Columbus, participates in the annual American Heart Association Heart Walk in memory of her mother who died of heart disease. She participates in the annual United Negro College Fund 10k event and never misses the Breast Cancer Race for Life 10k.

Diann has also been a foster parent and works with Operation Feed. Maybe the only thing she has not experienced is being abducted by aliens, at least not yet.

She loves being part of the Ramp Services section at the 87th even though there are not many females there. She's seen that, for the most part, men dominate the driving and operating of the large aerial port equipment. That helped Diann's drive.

"My job with the 87th is totally different than my civilian job with the Ohio Department of Taxation," Diann said where she's dealing with tens and sometimes hundreds of millions of dollars daily.

"Everyone's life is different," Diann said. "You just have to keep going." And with her immeasurable amount of drive, she most certainly will keep going.

Diann, now 56 years old, plans to stay with the aerial port until she turns 60. When that day finally comes Diann knows exactly what she'll do. She'll scan her identification card out for the last time, gather her personal belongings and make her way outside. Then Diann will put the key in the ignition switch of her car, start it up and quietly drive away.

Welcome and Congratulations!

Promotions

Congratulations to the following personnel, recently promoted to the rank indicated.

Airman First Class



A1C Michael Fayard, 87 APS
A1C Seth Mcburney, 445 CES

Senior Airman



SrA. Shannon Biddle, 445 CES
SrA. Justin Brothers, 89 AS
SrA. Daneil Castillo, 445 CLSS
SrA. Rhiannon Childs, 445 ASTS
SrA. Lavada Donaphin, 445 ASTS
SrA. Robert Geiger, 445 CISS
SrA. Jean Giacobbe, 445 ASTS
SrA. Heidi Keller, 445 ASTS
SrA. Andrea Lacourse, 445 CLSS
SrA. Sarah Strand, 445 ASTS
SrA. Nichole Swango, 445 ASTS
SrA. Mitchell Thomas, 445 CLSS
SrA. Benjamin Toops, 87 APS
SrA. Robbie Wallace, 445 CLSS

Staff Sergeant



SSgt. Rebecca Besch, 89 AS
SSgt. Jason Brubaker, 87 APS
SSgt. Sam Bruce, 445 SFS
SSgt. Jennifer Carson, 445 AW
SSgt. Dennis Coite, 445 OSS
SSgt. Victoria Errett, 89 AS
SSgt. Lorenzo Law Jr., 89 AS
SSgt. Ned Linder, 445 SFS
SSgt. David Mclaughlin, 445 CLSS
SSgt. Thomas McRoy Jr., 445 CES
SSgt. Stanley Parks III, 445 CLSS
SSgt. Carol Proctor, 445 MSS
SSgt. Christina Rosier, 445 CLSS

Technical Sergeant



TSgt. Thomas Allen, 445 MXS
TSgt. Marty Cantrell, 445 LRS
TSgt. Keith Clark, 445 LRS
TSgt. Timothy Davis, 89 AS
TSgt. Jonathan Hamblin, 87 APS
TSgt. Craig Hunt, 445 AMXS
TSgt. Lonnie McGuire, 445 CLSS
TSgt. Scott Ponchillia, 445 CLSS
TSgt. Daniel Porta, 445 AMXS
TSgt. Eric Ratcliff, 445 CES
TSgt. Paul Romans, 445 AMXS
TSgt. Robert Rowe, 445 CLSS
TSgt. Scott Schrier, 445 OG
TSgt. Rebecca Timmons, 89 AS
TSgt. Bobby Webb, 445 AMXS

Master Sergeant



MSgt. Jerry Gallagher, 445 MSS
MSgt. James Gray, 445 CES
MSgt. Donna Lapraph, 445 MSS
MSgt. Thomas McVey, 87 APS
MSgt. Raymond Moss, 445 MXS
MSgt. Chad Tyler, 445 CES
MSgt. Edward Wine, 445 CES
MSgt. Tracy Woodson, 445 CES

Senior Master Sergeant



SMSgt. Charles Duke, 445 CLSS
SMSgt. Larry Osborne, 445 ASTS
SMSgt. Aileen Richey, 445 AMDS

Reenlistments

Congratulations to the following 445th AW members who recently re-enlisted in the Reserve.

SSgt. Costance Braswell, 445 MSS
SSgt. Tracy Woyat, 87 APS
TSgt. Steve Adams, 445 CES
TSgt. Jeffrey Baldwin, 445 SFS
TSgt. Alan Berens, 445 OSS
TSgt. Keith Clark, 445 LRS
TSgt. Jerald Cremeens Jr., 356 AS
TSgt. Monique Dewberry, 445 AW
TSgt. Michael Jones, 445 LRS
TSgt. Mark Lyle, 445 ASTS
TSgt. Gale Righter Jr., 445 CES
MSgt. Donald Boudinet, 89 AS
MSgt. William Bryant, 87 APS
MSgt. William Johnson, 445 CLSS
MSgt. Annette Jones, 445 OSS
MSgt. Jennifer Peery, 445 MSS
MSgt. Teresa Pitstick, 89 AS
MSgt. Rhonda Robinson-Love, 445 MSS
MSgt. Harold Seymour, 445 ASTS
MSgt. Jeffrey Streit, 445 AES
CMSgt. Michael Motz, 445 AES
CMSgt. David Wright, 445 LRS

Newcomers

Welcome to the following reservists, recently assigned to the 445th AW:

SrA. Tracy Drill, 445 LRS
SrA. Albert Elliott, 445 ASTS
SrA. Bobby Middleton, 445 ASTS
A1C Joshua Steward, 445 CES
A1C Robert Thomas, 445 CES
A1C Gary Wortham Jr., 445 MOS
A1C Ronald Nelson Jr., 445 CLSS
A1C Joyce Johnson, 445 ASTS

A1C Ryan Webber, 445 AMS
A1C Es Pisey, 445 MSS
Sgt. Robert Crothers, 445 MXS
SSgt. Cheryl Smith, 445 ASTS
SSgt. Kelly Earehart, 356 AS
SSgt. Quintin Held, 445 AMS
TSgt. Peter Livoti, 445 AMS
Maj. Richard Johnson, 87 APS

Awards

Congratulations to the following 445th AW members who recently earned awards.

Meritorious Service Medal

CMSgt. David Ferguson, 445 AMXS
SMSgt. Jodelle Waring, 445 AES
MSgt. Gerald Hoke, 445 CLSS
MSgt. Robert Jones, 445 AMDS
MSgt. Mark Sanders, 445 OSS
TSgt. David Tompkins, 87 APS

Air Force Commendation Medal

MSgt. Karen Miller, 445 MXS
MSgt. Cass Tumblison, 445 OSS
MSgt. Scott Phillips, 445 SFS
TSgt. Larry Cardiff, 445 MSS
TSgt. Gary Huber Jr., 445 SFS
TSgt. Clyde Mitchell, 87 APS
TSgt. John Patten, 445 ASTS
TSgt. Brian Young, 445 SFS
TSgt. Robert Fulker, 445 SFS
TSgt. Rick Grau, 445 CES
TSgt. Thomas Kelley, 445 SFS
SSgt. Steven Durham, 445 SFS
SSgt. Frankie Lowder Jr., 445 SFS
SrA. Anna Wong, 89 AS

Air Force Achievement Medal

MSgt. Alice Collingwood, 445 LSS
TSgt. Steve Kaufman, 445 AMXS



Operation Deep Freeze

The National Science Foundation staff is packed into a C-141 leaving Antarctica heading to Christchurch, New Zealand.

Antarctica is a land of superlatives. It's the coldest, windiest, tallest, most inhospitable continent on the globe. Experience the 445th role in Antarctica by clicking onto the 445th web page at: www.afrc.af.mil/445aw/



Reserve gets nearly 4% of Air Force budget request

The president's proposed defense budget for next year seeks \$3.5 billion in funding and an end-strength of 75,800 reservists for Air Force Reserve Command.

The fiscal 2004 request, starting Oct. 1, 2003, asks for 200 more Air Force reservists.

Senior Department of Defense officials announced the overall defense budget request of \$380 billion Jan. 31 with the Air Force receiving \$93.5 billion.

AFRC has traditionally received funding from three separate appropriations – operations and maintenance, reserve personnel, and military construction.

However, this year's budget request, for the first time since the advent of the Total Force, has reserve personnel funding contained in the active duty's personnel appropriation. Most of the AFRC portion, \$2.179 billion, is earmarked for O & M funds to train, organize and administer the command.

Another \$1.33 billion is identified in a military pay raise ranging from 2 percent to 6.25 percent, targeted by rank and years of service, and the addition of 162 full-time AGR people. The requested reserve personnel appropriation represents a \$94.9 million increase compared to FY03.

Military construction funding in FY04 is \$44.3 million, which includes seven major projects in three states.

This year, the Reserve is getting \$67.2 million for military construction, which includes major and minor projects, planning and design, and funding to cover judgments to contractors on construction projects in prior years.

In addition, Congress added another \$12.5 million to help the Reserve in FY03 – \$10 million in the National Guard and Reserve Equipment Appropriation and \$2.5 million in aircraft procurement.

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Changes in TRICARE target helping reservists' families

Families of reservists mobilized for more than 30 consecutive days may now opt for the military's best form of healthcare insurance. In a pending change, families who live with their military sponsors at the time of their mobilization will be eligible for TRICARE Prime Remote when the mobilized reservists deploy outside the area.

"It's important that we take care of the families of our reserve component members," said Thomas F. Hall, assistant secretary of defense for reserve affairs. "We want to ensure that our mobilized National Guard and Reserve members aren't worried about who's caring for their families while they're gone, and to return them to families whose health care needs have been met by the military health system."

Previously, reservists had to be placed on military orders for 179 days or more for their families to get TRICARE Prime, which includes preventive health care, no deductibles, no enrollment fees and no cost-shares. If reservists were activated for less than 179 days, their families were automatically covered under TRICARE Standard or TRICARE Extra without having to send enrollment forms to TRICARE.

Families lose their eligibility for TRICARE Prime and TRICARE Prime Remote for Active-Duty Family Members

coverage when reservists deploy outside the immediate area, so officials in the TRICARE Management Activity are working to

implement the change. In the future, families will still have to "reside with" the reservists at the time of mobilization to

qualify for TRICARE Prime Remote for Active-Duty Family Member coverage, which allows them to obtain medical care 50 miles or more from a military medical treatment facility. TRICARE Prime Remote was originally designed to provide medical care for recruiters and their families if they live and work outside a military medical treatment facility area.

Congress recognized the concerns of reservists and their families, so it mandated the changes in the fiscal year 2003 National Defense Authorization Act.

"These are significant changes that open the door to numerous health services at the lowest possible cost that were previously unavailable to reserve component families in remote areas," said Lt. Col. Alexander Alex, associate administrator for the command surgeon at Headquarters Air Force Reserve Command.

To qualify for TRICARE benefits, Guard and Reserve sponsors need to verify the Defense Enrollment Eligibility Reporting System information for themselves and their family members is accurate and up-to-date. They are encouraged to contact DEERS at the Defense Manpower Data Center Support Office toll free at (800) 538-9552. Sponsors and family members may also update their addresses in DEERS on the TRICARE Web site at <http://www.tricare.osd.mil> under "DEERS."

